

**MONTANA STATE AVIATION SYSTEM PLAN
1995 UPDATE
FIELD INSPECTION FORM**

AIRPORT:	<u>LAUREL MUNICIPAL (6S8)</u>	AIRPORT REFERENCE CODE:	<u>B-I (SM)</u>
CITY:	<u>LAUREL</u>	APPROACH TYPE:	<u>VISUAL</u>
CONTACT:	<u>JOHN SMITH</u>	DATE INVENTORIED:	<u>11-17-95</u>
PHONE #:	<u>628-6716</u>	INSPECTED BY:	<u>RSD</u>

	REQUIRED	ACTUAL	ALP	CONFORM
RUNWAY 14/32 INVENTORY				
DISTANCE TO:				
HOLD LINES FROM CENTERLINE:	125'	130'		✓
PARALLEL TAXIWAY FROM CENTERLINE:	150'	N/A		N/A
AIRCRAFT PARKING FROM CENTERLINE:	125'	N/A		N/A
RUNWAY WIDTH:	60'	50'		NO
RUNWAY LENGTH:	5,170' (1)	2,695'	2,750'	NO
RUNWAY SAFETY AREA (RSA) WIDTH:	120'	(2)		NO
RUNWAY OBJECT FREE AREA (OFA) WIDTH:	250'	OK		✓
PRIMARY / TRANSITION SURFACE PENETRATIONS:	250' W & 7:1	(3)		NO
LONGITUDINAL GRADE - SITE DIST. PROBLEMS:			2.42	NO
OBSTACLE FREE ZONE ANALYSIS:	250' WIDE x 200' BEYOND			(5)
PAVEMENT EDGE LIP HEIGHT (MIN AND MAX):	1.5" - 3"	FLUSH		NO
PAVEMENT MARKING TYPE:	BASIC	BASIC		✓
PAVEMENT MARKING CONDITION:		FAIR		N/A
RUNWAY 14 END INVENTORY		*		
SAFETY AREA (RSA) BEYOND RUNWAY END:	240'	(4)		NO
OBJECT FREE AREA (OFA) BEYOND RUNWAY END:	240'	(5)		NO
APPROACH OBSTRUCTIONS:	20:1	(6)		OK
RUNWAY END ELEVATION:			3,514.0	N/A
RUNWAY 32 END INVENTORY		*		
SAFETY AREA (RSA) BEYOND RUNWAY END:	240'	OK		✓
OBJECT FREE AREA (OFA) BEYOND RUNWAY END:	240'	OK		✓
APPROACH OBSTRUCTIONS:	20:1	(7)		NO
RUNWAY END ELEVATION:			3,458.7	N/A
RUNWAY LIGHTING INVENTORY		NONE		N/A
DISTANCE FROM PAVEMENT EDGE:	10'			
MAXIMUM DISTANCE BETWEEN LIGHTS:	200'			
TYPE:				
CONDITION:				
COLOR:	WHITE			
THRESHOLD 14				
DISTANCE FROM PAVEMENT EDGE:	10'			
MAXIMUM DISTANCE BETWEEN LIGHTS:	10'			
COLOR:	RED/GREEN			
THRESHOLD 32				
DISTANCE FROM PAVEMENT EDGE:	10'			
MAXIMUM DISTANCE BETWEEN LIGHTS:	10'			
COLOR:	RED/GREEN	↓		↓

* PUBLICATIONS SHOW ORIENTATION AS 13/31, MARKED AS 14/32 WHICH APPEARS TO BE CORRECT

COMMENTS: (1) RW LENGTH OF 3,790' FOR 75%, 4,780' FOR 95% AND 5,170' FOR 100% COVERAGE; ALP ULT OF 3,830' SHOWN
 DIRECTORY HAS DIFF. LENGTH PUBLISHED THAN ALP FOR BOTH RUNWAYS (80% OF PRIMARY RW LENGTH IS 3,040 - DOES'NT COMPLY)
 (2) RSA SLOPES NOT MET ALONG MANY AREAS ON BOTH SIDES ALONG THE RUNWAY LENGTH
 (3) RISING TERRAIN IN MANY PLACES AND ON BOTH SIDES OF RUNWAY ARE PRIMARY SURFACE PENETRATIONS
 WINDCONE WEST OF RUNWAY AND BEACON ARE TRANSITIONAL SURFACE PENETRATIONS
 (4) RISING TERRAIN DOES NOT MEET RSA GRADE REQUIREMENTS
 (5) FENCE IN OFA - APPROX 147' FROM PVMT END
 (6) BLUFF APPROXIMATELY @20:1
 (7) TREES PENETRATE APPROACH SLOPE (~8%)

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CITY:	LAUREL	APPROACH TYPE:	NPI
CONTACT:	JOHN SMITH	DATE INVENTORIED:	11-17-95
PHONE #:	628-6716	INSPECTED BY:	RSD

	REQUIRED	ACTUAL	ALP	CONFORM
RUNWAY 4/22 INVENTORY				
DISTANCE TO:				
HOLD LINES FROM CENTERLINE:	125'	112'-115'		NO
PARALLEL TAXIWAY FROM CENTERLINE:	150'	190' & 230'		✓
AIRCRAFT PARKING FROM CENTERLINE:	125'	274.5		✓
RUNWAY WIDTH:	60'	50'		NO
RUNWAY LENGTH:	5170' (1)		3,800'	75%
RUNWAY SAFETY AREA (RSA) WIDTH:	120'	OK		✓
RUNWAY OBJECT FREE AREA (OFA) WIDTH:	250'	(2)		NO
PRIMARY / TRANSITION SURFACE PENETRATIONS:	500' W & 7:1	(3)		NO
LONGITUDINAL GRADE - SITE DIST. PROBLEMS:		(4)		NO
OBSTACLE FREE ZONE ANALYSIS:	250' WIDE x 200' BEYOND			(2) & (6)
PAVEMENT EDGE LIP HEIGHT (MIN AND MAX):	1.5" - 3"	FLUSH		NO
PAVEMENT MARKING TYPE:	NPI	NPI		✓
PAVEMENT MARKING CONDITION:		FAIR		N/A
RUNWAY 4 END INVENTORY				
SAFETY AREA (RSA) BEYOND RUNWAY END:	240'	(5)		NO
OBJECT FREE AREA (OFA) BEYOND RUNWAY END:	240'	OK		✓
APPROACH OBSTRUCTIONS:	20:1	NONE		✓
RUNWAY END ELEVATION:			3,478.6	N/A
RUNWAY 22 END INVENTORY				
SAFETY AREA (RSA) BEYOND RUNWAY END:	240'	OK		✓
OBJECT FREE AREA (OFA) BEYOND RUNWAY END:	240'	OK		✓
APPROACH OBSTRUCTIONS:	20:1	NONE		✓
RUNWAY END ELEVATION:			3,458.1	N/A
RUNWAY LIGHTING INVENTORY				
DISTANCE FROM PAVEMENT EDGE:	10'	10'		✓
MAXIMUM DISTANCE BETWEEN LIGHTS:	200'	OK		✓
TYPE:	MIRL - STAKE MOUNTED - CROUSE-HINDS			N/A
CONDITION:		GOOD		N/A
COLOR:	WHITE	WHITE		✓
THRESHOLD 4				
DISTANCE FROM PAVEMENT EDGE:	10'	15'		NO (6)
MAXIMUM DISTANCE BETWEEN LIGHTS:	10'	10'		✓
COLOR:	RED/GREEN	RED/GREEN		✓
THRESHOLD 22				
DISTANCE FROM PAVEMENT EDGE:	10'	10'		✓
MAXIMUM DISTANCE BETWEEN LIGHTS:	10'	10'		✓
COLOR:	RED/GREEN	RED/GREEN		✓

COMMENTS: (1) RW LENGTH OF 3,790' FOR 75%, 4,780' FOR 95% AND 5,170' FOR 100% COVERAGE; ALP ULT OF 5,150' SHOWN
 (2) NON-FRANGIBLE SIGN NEAR MAIN APRON TAXIWAY IN RUNWAY OBJECT FREE AREA
 (3) T-HANGAR AND DOOR SUPPORT EAST OF APRON PENETRATION ON TRANSITIONAL SURFACE, 250' S. OF CL
 (4) HUMP APPROX. IN MIDDLE OF RUNWAY LENGTH APPEARS AS IF IT MAY BE A SIGHT DISTANCE PROBLEM
 (5) TERRAIN ON PROJECTED CENTERLINE ON OTHER SIDE OF 13/31 IS HIGHER THAN RUNWAY END
 (6) END LIGHTS OUTBOARD FROM THE PAVEMENT AND THE RNWY END WAS TAKEN AS 20' FROM BOTTOM OF THE RUNWAY NUMBER

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	REQUIRED	ACTUAL	ALP	CONFORM
TAXIWAY INVENTORY				
TAXIWAY WIDTH:	25'	35'		✓
TAXIWAY SAFETY AREA WIDTH:	49	OK		✓
TAXIWAY OBJECT FREE AREA WIDTH:	89	OK		✓
DIST. FROM CENTERLINE TO FIXED OR MOVEABLE OBJ.	44.5	60'		✓
PAVEMENT EDGE LIP HEIGHT (MIN AND MAX):	1.5" - 3"	FLUSH		NO
PAVEMENT MARKING TYPE:		YELLOW		✓
PAVEMENT MARKING CONDITION:		FAIR		N/A
TAXIWAY LIGHTING INVENTORY				
DISTANCE FROM PAVEMENT EDGE:	10'	NONE (1)		N/A
MAXIMUM DISTANCE BETWEEN LIGHTS:	200'	↓		
TYPE:				
CONDITION:				
COLOR:	BLUE	▼		

MISCELLANEOUS

TYPE OF BEACON:	~50' HIGH ON METAL TOWER
SIZE OF BEACON:	12"
OTHER LIGHTING AIDS (VASI,PAPI,REIL):	22 END: CROUSE-HINDS VASI IN FAIR COND
WINDCONE (CONDITION & COMPLIANCE):	NEAR BEACON, LIGHTED, ~25', GOOD COND
SEGMENTED CIRCLE (CONDITION & COMPLIANCE):	METAL PANELS IN FAIR COND
WINDCONE (CONDITION & COMPLIANCE):	NEAR 31 END, ~28', GOOD COND,(115' OFF CL, 300' OFF RNWY END)
SEGMENTED CIRCLE (CONDITION & COMPLIANCE):	NONE
FENCING:	
SIGNS: (TYPE, CONDITION, PLACEMENT)	AT TAXIWAY ONTO RNWY 31, LUMACURVE, FAIR COND, 130' FROM RNWY CL, 15' FROM PVMT EDGE

COMMENTS:

(1) ENTRANCE BLUE LIGHTS ONLY

(2) TWO ADDITIONAL UNLIGHTED WINDCONES WITHOUT SEGMENTED CIRCLES; ONE NEAR 22 END BETWEEN TAXIWAY AND RUNWAY, 50' NORTH OF TAXIWAY, 10' HIGH IN GOOD CONDITION; THE OTHER IS IN THE T-HANGAR AREA 15' N. OF SOUTHERN FENCELINE, 25' HIGH, IN GOOD CONDITION